

From: George Mayer <gmayer@uw.edu>
Sent: Wednesday, March 14, 2018 9:10 PM
To: MacCready, Paul
Cc: Countryman, Ryan; George Mayer
Subject: Fwd: Point Wells Development, File Number: 11 101457 lu, et al
Attachments: Point Wells-Snohom.Cty-March 10, 2018.docx; Point Wells-23
Noember 2016.docx

I think that the addresses are finally correct!

GM

George Mayer, Ph.D., PE

Begin forwarded message:

From: George Mayer <gmayer@uw.edu>
Subject: Fwd: Point Wells Development, File Number: 11 101457 lu, et al
Date: March 14, 2018 at 9:01:24 PM PDT
To: Paul.MacCready@smoho.org
Cc: Ryan.Countryman@snoho.org, George Mayer <gmayer@uw.edu>

Begin forwarded message:

From: George Mayer <gmayer@uw.edu>
Subject: Point Wells Development, File Number: 11 101457 lu,
et al
Date: March 14, 2018 at 8:53:20 PM PDT
To: Paul.MacCready@snoco.org
Cc: Ryan.Countryman@snoco.org, George Mayer
<gmayer@uw.edu>

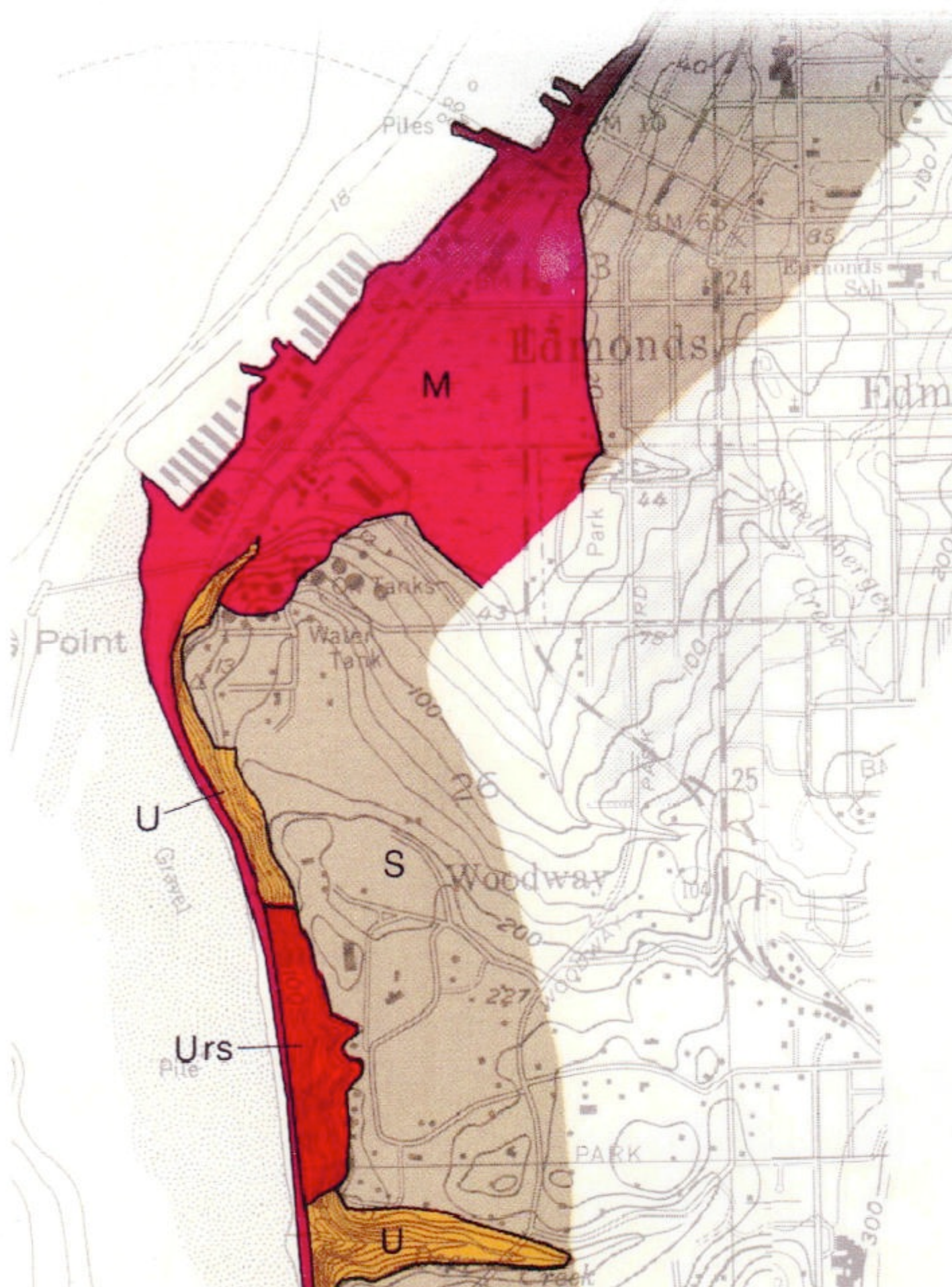
Dear Mr. MacCready:

I have attached three documents in connection with the Design
Review Board Meeting scheduled for March 15, 2018. The points
in my attachment dated February 26, 2018 address, I believe,

directly and indirectly, the items before the Design Review Board. I am firmly against that development by BSRE, the developing organization that has delayed, obfuscated, and avoided responses to formal requests and deadlines for some years.

Sincerely,

George Mayer



Point Wells Issues- February 26, 2018

From: Dr. George Mayer, 1613 NW 191st Street, Richmond Beach, WA. 98177

I had written earlier (23 November, 2016) to Snohomish County about a number of points against the development of an Urban Center at Point Wells. That Urban Center was, and is, intended to be a high-density population area of Snohomish County. Today, I submit the outstanding following points:

1. Snohomish County had published a map of the hazard zones for potential landslides (copy attached) in the area of the bluffs behind Point Wells. In fact, a number of slides have occurred in that region after heavy rains, stopping AMTRAK train traffic from passing between Seattle and points north. An alternate access and egress road, contemplated by BSRE, runs up the questionably (unstable) slope through Woodway, a very chancy scheme for an emergency exit from Point Wells. As I had mentioned before, if a secondary road could be built, why should that not be the main access to Point Wells?
2. Despite some years in the planning of this development, BSRE has yet to provide an EIS (Environmental Impact Statement) for examination and response. There is no rational reason or excuse to extend the time for the EIS by Snohomish County.
3. As noted earlier, the issues of fires, or natural disasters, and evacuation of Point Wells, has not been addressed. Would the responsibility for such an event fall to Snohomish County, the City of Woodway, or the City of Shoreline? One can only cringe at the prospects!
4. There is no high-capacity transit route or station near to Point Wells...the AMTRAK line runs through Point Wells, and is mainly freight traffic, and commuter transit is infrequent. Convincing AMTRAK to add a commuter service, using existing lines, that begins and ends at Point Wells, is a very far reach!
5. The stance of BSRE for the development of Point Wells appears to be to maximize the population density of the buildings....and to take the money and run! Never mind the potential and very real hazards that loom in the near future....and that may make the OSO disaster seem like a much lesser and distant memory!

1613 NW 191st Street
Shoreline, WA 98177

Point Wells EIS, Traffic, and Mitigation Studies

From Dr. George Mayer, 23 November 2016

In response to requests for comments from residents of Richmond Beach, WA, and in connection with any forthcoming permits for the development of Point Wells, a segment of Snohomish County, bounded by Richmond Beach (King County), City of Edmonds and the Town of Woodway (both of Snohomish County), I request that the following issues be addressed by the subject studies, and include, as well, responses from the developer of Point Wells:

1. The Environmental Impact Study should include effects by any proposed development on air and water quality, stemming from the required remediation and construction phases to the actual operations of the residential and commercial facilities. In particular, effluents generated into the atmosphere and into Puget Sound stemming from heating, cooling, and water usage for operations of the proposed development that also include waste and other garbage disposal.
2. The Traffic Study should include the volumes of automobile and other traffic conveyances, and measure traffic at various times of the day and during all seasons. The impacts on private property created by such traffic should also be quantitatively defined. Assessment of sound levels, safety, speed limits, and effluents created by such traffic to and from Point Wells should also be included.
3. Effects of Predicted Rising Water Levels in Puget Sound need to be addressed, as part of the EIS study or separately. Projections of rising water levels in Puget Sound (that are available at this time) may obviate the medium and longer-term viabilities of a Point Wells proposed development.
4. Effect of an Earthquake and/or Tsunami on the feasibility of any planned residential and/or commercial development at Puget Sound level should be addressed and evaluated.
5. Soil Stability above Point Wells. This subject is very troubling, since, at the outset, the reason cited for the inability of Snohomish County and the developer to build a road from Point Wells that would connect to SR104 was the instability of the land behind Point Wells. If this is so, and in view of the recent catastrophic landslide in Oso, the matter of stability of the steep slopes above Point Wells should be assessed by State geological experts before any

development. Furthermore, if the soil can be stabilized, a second access road, as mandated in the ordinance of Snohomish County, could be built ...and, if the hillside is unstable and the second access or egress road cannot be built, the proposed development of Point Wells should not proceed! Also available is a map of the stability of the area in question, indicating the occurrence of previous slides in this vulnerable geologic area of Puget Sound, comprising the northern part of Richmond Beach, the town of Woodway, and the southwestern part of the city of Edmonds, Washington.

Since the above impacts may be substantial, it is requested that all of the foregoing studies be performed, or at least reviewed and approved, by an outside, unbiased, independent, and professionally certified body.